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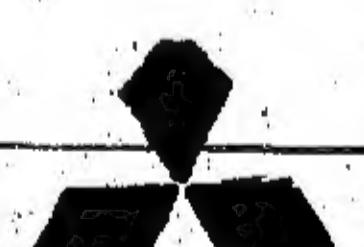
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## The Daily Press.

HONGKONG, OCTOBER 10TH, 1910.

THOUGH the telegraphic news regarding the revolution in Portugal suggests that the change of Government has been accomplished with complete success, it is, perhaps, rather early yet to form any definite opinion on the subject. A rigid censorship is doubtless still exercised over all telegraphic news sent out from Portugal, and the probability is that nothing is allowed to pass of a nature which would suggest to the outside world any doubts as to the permanence of the new régime. On any other hypothesis it is difficult to explain the utter absence of news respecting the existence of organised opposition to a Republican form of Government. It is scarcely credible that the entire country has acquiesced without a struggle in the overthrow of the monarchy; that the Army and Navy have in their entirety deserted the King; and above all, that the powerful clerical party has complacently resigned itself to the government of the State by a party whose programme declares implacable warfare against the Church. Monks and nuns are to be expelled, and a complete separation of Church and State is foreshadowed. So far as the Church is concerned there was possibly not much to choose between this programme and that of the Government the Republicans have superseded, for it may be remembered that the King in opening the Cortes a few weeks ago announced the determination of the Government to enforce laws for the control of the religious associations. No doubt

the clerical party were deeply incensed against the King's Government on that account, and their resentment probably provided the "psychological moment" for the Republican coup d'état. Still, there are elements in the situation which justify the hesitation shown in local Portuguese circles to believe in the easy triumph of the Republicans, who are not numerically a large party in the State, if the recent elections afford a satisfactory index.

The Royal flag still floats in the breeze over Government House at Macao. So, too, at the forts and on the Portuguese warships in these waters. Naturally the Portuguese community of Macao are keenly interested in what is happening in Lisbon, but they have no news beyond what is furnished by the Hongkong newspapers. There has been no manifestation of sympathy with or against the change of Government, and the flag is not likely to be changed until it is seen that the new form of government is generally accepted in Portugal and by the Foreign Powers. It may be mentioned that the garrison at Macao consists of about seven hundred troops, who are paid, not by the Home Government, but by the Colony. The Portuguese naval force in these waters at the present time is represented by about two hundred officers and men. These are paid by the Home Government. No trouble of any kind is anticipated at Macao in connection with the change at Lisbon; the general feeling appears to be one of preparedness to accept the new Government, and there is not wanting a feeling that, so far as the Colony is concerned, perhaps there is something to be hoped for from the change. Some confirmation of this expectation is to be found in the summary of the new Government's programme which we publish this morning. It includes "Colonial autonomy." Macao has suffered to an intolerable degree by government from Lisbon, for the one idea of the Home Government has been to squeeze the Colony of its revenue to the utmost cent, while works of public improvement, such as the dredging of the harbour, which was recognised forty years ago as an urgent and vitally necessary undertaking, has remained but a project to this day. Local autonomy would have been the salvation of Macao had it been conceded forty years ago; but it may be doubted whether the concession does not now come too late, for Macao from being once a flourishing Colony, the milk-cow of the Lisbon Treasury, is now scarce able to raise sufficient revenue to cover the costs of its administration. Certain Berlin papers, it will be noticed, are writing prematurely of a partitioning of the Portuguese Colonies between Germany and England. It will be time enough to consider this when the Government at Lisbon intimates its desire to rid itself of the Colonies. As, however, the suggestion, though premature, will possibly give rise to speculations as to the future of Macao, it may be useful to point out that in the Treaty made with China in 1887 Portugal expressly engaged never to alienate Macao and its dependencies without agreement with China. The meaning of that provision is that Macao will revert to China when Portugal decides to rid herself of the Colony.

Mr. R. P. Schwerin, Vice-President and General Manager of the Pacific Mail Steamship Company, is due in Hongkong by the Siberia to-day.

In fulfilment of an appointment made some time ago, Mr. Mercede, the Consul for Peru, yesterday paid an official call upon H. E. the Governor of Macao.

The King's exequatur empowering Mr. A. M. de Lourdes Soares to act as Consul of Bolivia in Hongkong has received His Majesty's signature.

The following typhoon warning was received by the American Consulate-General from Manila at 11.55 a.m. yesterday:—Cyclone or typhoon South of Naha, recurring northward.

An extract of meteorological observations made at the Hongkong Observatory during the month of September shows the rainfall for that period to have been 15,950 inches. The average maximum temperature for the month was 84.1, and the average minimum temperature 76.3 degrees.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 30th September, as certified by the managers of the respective banks, are as follows:—

BANKS	AVERAGE SPECIE IN AMOUNT. RESERVE
Chartered Bank of India, Australia and China	4,761,703 4,000,000
Hongkong and Shanghai Banking Corporation	11,998,733 12,000,000
National Bank of China, Limited	30,045 Nil
Total	\$ 16,790,481 16,000,000

At-morrow's meeting of the Sanitary Board the report of the committee appointed to consider the question of enclosing the verandas of the south block of the Hongkong Hotel will be considered.

His Excellency the Officer Administering the Government has given his assent, in the name and on behalf of His Majesty the King, to Ordinance No. 30 of 1910.—An Ordinance to apply a sum not exceeding six million and forty-two thousand five hundred and forty-three dollars to the Public Service of the year 1911.

The following regulation has been made under the Liquor Ordinance:—"The baggage and personal effects of the Consular Officers of the Queen of the Netherlands, the United States of America, the Republics of Mexico, Cuba and the Argentine, duly accredited to Hongkong, and those of their families and suites, are hereby exempted from all provisions of the Ordinance."

The police are investigating the story of the holding up of a junk off Stonecutter's Island late on Friday night. It appears that while the vessel was lying at anchor in Tsim Wan Bay four Chinese, armed with knives and chopsticks, boarded her. They drove the crew into the hold, and, after binding them, looted the vessel, departing with jewellery, clothing and money valued at \$288.

## THE GREAT NICOLA.

No wonder Nicola wears that broad expansive smile of his. How can he help it when a full house meets his gaze at each performance? The matinees on Saturday give the young star an opportunity of witnessing his wonderful tricks and mystifying illusions, and it was really worth the price of admission to watch the expressions of amazement, we might say awe, on the faces of the kiddies as each item on the programme was put through.

At the evening performance there was standing room only. Practically the same programme was carried through as on former occasions. The last item was new, however. A big milk can was filled with water. Nicola got into this, and at a signal the lid was placed on and securely locked on the outside with four spring locks. It meant, of course, that Nicola had either to free himself in a short space of time or drown. The curtains had not sooner been drawn around the cabinet in which the can was standing than Nicola appeared, towering to the audience. We have been wondering what could hold him, and have come to the conclusion that nothing but a lift stuck midway between two floors will keep him securely caged! We have had this unpleasant experience in one of the antiquated lifts with which Hongkong abounds, and feel sure that if Nicola can extricate himself from such a position he will earn the title of "Old Nick."

With regard to Nadalny, billed as "America's Greatest Comedy Juggler," while his business is very amusing, we would suggest that a little more practice in private for some of his hat and cigar tricks would probably lead to greater perfection.

## NICOLA'S "THRILLER" TONIGHT.

The Great Nicola gives his last performance in Hongkong this evening. A sensational challenge has been accepted by the great mystifier. A Chinese gentleman, thinking perhaps that the foreign methods used in restraining Nicola were inferior to the Chinese methods, is bringing a Chinese death cage upon the stage. Nicola is to hang in the cage by the neck with his hands tied behind his back, just as Chinese murderers are dealt with. Nicola accepts the challenge. He has to extricate himself from a most difficult and dangerous position, and we may expect the theatre to be filled to overflowing to witness this most gruesome test. It is the last performance of Nicola and his company in Hongkong.

## SMOKING CONCERT.

On Saturday the Hongkong Volunteers held a smoking concert in the headquarters of the Corps. During the evening H.E. the Officer Administering the Government presented long service medals to Captain W. Nicholson, Sergeant Major Logan and Sergeant Major B. W. Gray. Captain Nicholson previous to coming to Hongkong served a term of six years with the Argyle and Sutherland Highlanders in Scotland. Sergeant Major Logan served nine years with the Renfrew and Dumbartonshire Artillery, completing his twenty-one years' service with the local Corps. Sergeant Major Gray previous to coming to Hongkong served ten years with the Ceylon Volunteer Corps.

Sergeant Major Highly presided over the gathering and a most enjoyable evening was spent.

## STORY OF A PEARL NECKLACE.

There is a romance attached to the magnificent gift which His Majesty, the King of Siam, presented to his consort on her birthday anniversary. The romance dates from last year. At that time the King ordered from a famous firm of London jewellers a pearl necklace of extraordinary beauty and of nine feet in length. The firm made it in good time to be consigned to Siam before the happy day and despatched it to its destination by the German mail in a specially strong, well sealed package. When it arrived at Singapore for transhipment the seals were quite intact, but examination revealed the fact that the box had been tampered with; the bottom had been skilfully removed, and the necklace abstracted. The affair was wholly wrapped in mystery and Lloyd's had to pay the amount of the insurance without even having the satisfaction of knowing how or where the necklace had disappeared.

The occurrence deprived the Queen of her present, but only temporarily. The King ordered that a similar article be made for presentation this year. The firm complied and took the precaution of conveying the necklace by the hands of a member of the firm. The bearer of the jewels took them safely to Siam and saw them presented to Her Majesty.

## TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message  
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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## THE REVOLUTION IN PORTUGAL.

KING MANUEL AT GIBRALTAR.

LONDON, October 8th.

Reuter's Gibraltar correspondent wires that King Manuel is on board the Royal yacht "Amelia" there.

On the arrival of the yacht the forts and warships fired royal salutes, and later the Governor boarded the yacht and welcomed His Majesty.

## ALL QUIET.

All is quiet in Lisbon.

The new Ministers are now in effective possession of the affairs of the State.

The banks and business houses generally have resumed operations.

GERMAN SUGGESTION REGARDING

## THE COLONIES.

The Berlin "Deutsche Tagesszeitung" suggests that Britain knew of and approved of the Portuguese Revolution.

[The text of the message as received says "Britain now approved." A later telegram on the same subject suggests to us that the word "now" should have been "knew," though it is incredible that anyone could entertain the idea of England's complicity for a moment.]

The Berlin "Post" suggests the partition of the Portuguese Colonies between Germany and England, while the "Vossische Zeitung" believes that England will exploit Portuguese debts as a means of cheaply obtaining the Portuguese Colonies.

## SUICIDE OF NAVAL REVOLUTIONARY LEADER.

Reuter's correspondent at Lisbon telegraphs that Admiral Reis, a leader of the revolution, committed suicide in the belief that he had failed.

## THE GOVERNMENT'S PROGRAMME.

The Government, in preparing for the elections for a constituent Chamber, has outlined a programme of development in education, defences, administrative decentralisation, colonial autonomy, expulsion of the monks and nuns, lay instruction, separation of Church and State, and the strengthening of the finances.

## PORTUGAL AND ENGLAND.

The "Daily Chronicle's" special telegrams state that the Infante Alfonso was at his villa at the beginning of the outbreak and telegraphed to England, asking for a warship. The cable was cut, but an Englishman took a message to the repairing ship, which fished up the cable and sent the telegram.

## PERFIDIOUS ENGLAND!

LONDON, October 9th.

The Berlin "Reichsbote" re-affirms that Great Britain was a party to the revolutionary plans, and that the members of the Royal Family fled to Gibraltar under the compulsion of Great Britain. It adds that the great lesson of the revolution is that every nation and dynasty in lowering itself thereby entrusts its fate to incalculable Machiavellianism.

The competition of the Rising Sun and the Standard Oil Companies has already begun to develop an acute character, reports the *Japan Daily Mail*, and the Japanese oil companies are in a most embarrassing situation. They cannot afford to reduce their prices, and yet, if they maintain present rates, they will lose their market.

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.]

[FROM THE "CHUNG NGOI SAN PO."] EXPLOSION AT A CHINESE ARSENAL.

MANY PERSONS KILLED.

PEKING, October 9th.

An explosion occurred yesterday in the Arsenal at Pao-tung, the capital of the province of Chihli.

The number of persons killed and injured is considerable.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

## CHINESE PORK REFUSED AT LIVERPOOL.

LONDON, October 9th.

Permission has been refused to land at Liverpool for immediate consumption ten thousand pigs from China, owing to the carcasses not having been dressed according to regulations.

JUDICIARY CHANGES IN ENGLAND.

LONDON, October 8th.

Sir William Robson, K.C., who was appointed Attorney-General in 1908, has been appointed a Lord of Appeal (Appellate Tribunal of the House of Lords), and Sir Rufus Isaacs takes his place as Attorney-General for England, while Mr. J. A. Simon, M.P., K.C., has been appointed Solicitor-General.

Mr. William Robson, K.C., who was appointed Attorney-General in 1908, has been appointed a Lord of Appeal (Appellate Tribunal of the House of Lords), and Sir Rufus Isaacs takes his place as Attorney-General for England, while Mr. J. A. Simon, M.P., K.C., has been appointed Solicitor-General.

PRINCE TSAI HSUN'S NARROW

## RANDOM REFLECTIONS.

The resumption of the railway service yesterday was instructive, inasmuch as it showed the management were willing to meet public convenience. An early Sunday train was suggested, and it has been put on. That is a policy which shall help to popularise the new means of travel.

I have heard criticism on the subject of the location of the first station over the border. For some reason those who have advised the Chinese authorities have placed it about half a mile from the city of Samchun. That this is a mistake will be apparent when it is pointed out that Samchun is the market city for over 150 villages and is the most populous centre in the Sun On district. Of course this is not a matter for us, but all the same we have some little interest in it.

The proceedings at the Legislative Council on Thursday were not so formal as usual, in fact there was almost the suggestion of a slight breeze. However, the restraint manifested by His Excellency the O.A.G. smoothed matters over and harmony was restored before the meeting ended.

The two sensations of the week have been the breakdown on the railway and the advent of Nicola. If folks are not discussing how the great wizard mystifies people and does the wonderful things that he appears to perform, they are commenting on the "what might have been" in railway administration. Even the grave and sober-minded seigneurs of the Legislative Council worried as much over the illusions of Nicola as over the deeds of a government charged with extravagance.

The suspension of traffic on the railway was unfortunate, but it cannot be regarded as very serious. Such experiences are really necessary to indicate the hundred and one things that are required for running a railway, and it is better that they should happen now rather than when a traffic has been developed and when its dislocation would mean considerable inconvenience.

The budget debate was the occasion seized to draw attention to the apparent increase of crime in the Colony, and the Government reply indicated that the subject was under consideration. It seems to me, and I am only a layman, of course, that the question would not have become so acute if the magistrates could be induced to be less lenient towards those who come before them. The quality of mercy has its beautiful attributes, as we learn from our friend Shakespeare, but a little severity is frequently a wholesome thing.

The Portuguese revolution has been the surprise of the week. It has set people talking, but at the same time the Portuguese community here have given little indication as to the side which claims their sympathy. The Portuguese community here have always been regarded as good loyalists, and it is not unfair to presume that their sympathies go towards the young King who has been driven from his throne. The latest news, which suggests that the new Government is willing to grant autonomy to the Colonies, ought to be interesting for Macao, which has always felt aggrieved at the attitude of Lisbon. All the same it is rather difficult to imagine the Pearl of the Orient as a self-governing Colony. Its position, I imagine, is too precarious to allow of the Mother country showing a weak hand in its affairs.

We have always believed that the servant obtaining commission from the tradesmen was essentially an Eastern habit, and it must come as a surprise to many to learn that the custom is very much in vogue at Home. Correspondence has been published in one newspaper on the subject, and it is pointed out that mistresses apparently expect their servants to receive a commission from tradesmen on paying the household bills. The head of a West-End firm said to a Pussman that letters from mistresses and masters complaining that their servants have not received commissions are unusual, but not rare. Recently a man wrote to him saying: "My cook complains to me that you are not allowing her any discount upon necessities. We are constantly being solicited by other butchers to give orders to them. Good servants are, however, scarce, and unless you can arrange matters with my cook I shall have to consider the question of taking my custom elsewhere." The difficulty of "keeping good servants is largely responsible for our trouble," added the tradesman. "People are so afraid of losing a good cook that they allow her an absolutely free hand in dealing with business firms. The cook declares that she cannot get her due from So-and-So, and the master or mistress to avoid offending her writes to the tradesman." Another tradesman stated: "Servants in good houses expect to make something out of the tradesmen to whom they give orders. In most cases master and mistress do not openly recognise this, but they must know what goes on in spite of the Secret Commission Act, though they do not care to interfere." Servants in Paris receive by custom £d. in the franc (10d.) on their mistress' bill. All this goes to show that there is nothing now under the sun. We foolishly thought that squalor could belong to China, but it is apparent that we shall have to revise our old theories.

As a more man I feel inclined to agree with the lady writer who thinks that the prettiest frocks are rarely worn by the prettiest woman, and that the faces underneath charming hats are seldom quite worthy of such delectable headgear; but when she goes on to say that this is a proof that the art of dressing is not learned in a day, I fail to follow. To me it seems merely to indicate that some women find it easier to get a pretty dress than a pretty face. Of course I am not thinking of Hongkong when I say this. Here the ladies not only dress well, but they look well. No! I haven't kissed the Bistars yet.

RODERICK RANDOM.

## COMPANY MEETING.

## DAIRY FARM COMPANY, LIMITED.

The ordinary yearly meeting of the shareholders in the above company was held on Saturday at the depot in Lower Albert Road. Dr. J. W. Noble presided, and the others present were: Hon. Mr. E. Osborne, Messrs. F. Maitland (directors), Stevenson (acting manager), Mr. Manuk (acting Secretary), J. M. E. McCubbin, J. C. Carmichael Chang-Tong and G. Nowall.

The Secretary read the notice convening the meeting.

The CHAIRMAN said: -Gentlemen.—With your permission I will follow the usual custom and take the report and accounts, which have been in your hands for some days, at read. Your directors are pleased, in these times of stress and stringency, to be able to lay before you an account such as the one under review, which enables us not only to pay the same dividend as last year, but also to provide for depreciation and add to our reserves. Depreciation is with us a very serious item, especially with reference to our herd, which is, as you know, subject to constant renewal, and should this point be overlooked or unprovided for, you would soon be without cows with which to carry on your business. We trust the course recommended for dealing with the accounts will meet with your approval. A necessary precaution known to us is taken to prevent the introduction of disease to the herd, as well as to prevent the spread of any contagion that may find its way into the premises, we are compelled to insist upon the rigid enforcement of an old rule of the company, which forbids the admission of visitors to any of our properties; no one should feel hurt when permission to visit the farm is refused them, if they bear in mind the object in view. The various departments of our business require constant care and study to enable us to keep pace with the times. In this work your Board have the assistance and co-operation of an able staff, whom it gives us pleasure to congratulate on the manner in which they stand up to the wishes of your Board. Our manager is at present in Australia in the interests of the company. Our customers may use the milk supplied them feeling sure that no effort has been spared, or precaution neglected, that tends to keep the milk pure, fresh, and free from all contaminating influences. It is therefore quite unnecessary to boil or sterilise it before using, but should it for any special reason be necessary to use milk so treated, the company will deliver it either pasteurised or sterilised as desired. Under ordinary circumstances raw milk is more easily digested and more readily assimilated than when it has been pasteurised, boiled, sterilised or frozen; nature gives it to us in the raw state, and in that state it was intended that all mammals should use it. For the benefit of invalids or others who desire to use sterilised milk, the company is prepared to supply, and place on board ship, freshly sterilised milk in any quantity, which will keep perfectly sweet and fresh during an entire voyage to the Homeland or further. Milk is pasteurised by being heated to a temperature of 140deg. Fahrenheit, at which point it must be kept for an hour or two, or raised to 160deg. for ten minutes or more. The sterilisation of milk does not mean simply boiling it—heating to a temperature of 212deg. Fahrenheit—but means superheating it under steam pressure to 230deg. Fahrenheit. This produces a number of chemical changes, which seem to interfere with its digestibility to an extent that the weak stomachs of invalids or of babies cannot readily digest and assimilate it. It is therefore not so satisfactory, and cannot be compared as a food with raw milk. Though experiments in the laboratory do not show that the milk is impaired by pasteurising, it is less easily digested than raw milk, but more readily acted on by the digestive juices of the stomach than milk that has been sterilised.

The highest food value is obtained by using milk in its raw state. Should, however, the milk be in any way suspicious, it is much better to have it boiled or sterilised rather than use it in a raw state. Tinned milk is condensed milk, produced by evaporating the water, and then adding sugar as a preservative; the sugar injures the milk as a food by rendering it difficult of digestion. It should therefore never be substituted for raw milk as a regular diet, if the ordinary milk is obtainable. If no sugar is added, it must then be sterilised before sealing the tin; when so treated it is often sold as evaporated cream, though little or no cream may have been added. A few as have been encountered, but they occurred among persons who had but recently transferred to the colony.

Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions shareholders may wish to ask.

No questions were asked, and the CHAIRMAN moved the adoption of the report and accounts, which was seconded by Mr. J. M. E. MACHAUD.

Mr. CARMICHAEL moved, Mr. NEWALL seconded, and it was agreed that Dr. J. W. Noble and Hon. Mr. E. Osborne be re-elected directors.

Mr. NEWALL moved the re-election of Mr. F. J. Chapman, F.A.A., and Mr. W. Hutton Potton auditors.

Mr. CHAN TONG seconded, and the motion was carried unanimously.

The CHAIRMAN said: -Gentlemen.—With your permission I will follow the usual custom and take the report and accounts, which have been in your hands for some days, at read. Your directors are pleased, in these times of stress and stringency, to be able to lay before you an account such as the one under review, which enables us not only to pay the same dividend as last year, but also to provide for depreciation and add to our reserves. Depreciation is with us a very serious item, especially with reference to our herd, which is, as you know, subject to constant renewal, and should this point be overlooked or unprovided for, you would soon be without cows with which to carry on your business. We trust the course recommended for dealing with the accounts will meet with your approval. A necessary precaution known to us is taken to prevent the introduction of disease to the herd, as well as to prevent the spread of any contagion that may find its way into the premises, we are compelled to insist upon the rigid enforcement of an old rule of the company, which forbids the admission of visitors to any of our properties; no one should feel hurt when permission to visit the farm is refused them, if they bear in mind the object in view. The various departments of our business require constant care and study to enable us to keep pace with the times. In this work your Board have the assistance and co-operation of an able staff, whom it gives us pleasure to congratulate on the manner in which they stand up to the wishes of your Board. Our manager is at present in Australia in the interests of the company. Our customers may use the milk supplied them feeling sure that no effort has been spared, or precaution neglected, that tends to keep the milk pure, fresh, and free from all contaminating influences. It is therefore quite unnecessary to boil or sterilise it before using, but should it for any special reason be necessary to use milk so treated, the company will deliver it either pasteurised or sterilised as desired. Under ordinary circumstances raw milk is more easily digested and more readily assimilated than when it has been pasteurised, boiled, sterilised or frozen; nature gives it to us in the raw state, and in that state it was intended that all mammals should use it. For the benefit of invalids or others who desire to use sterilised milk, the company is prepared to supply, and place on board ship, freshly sterilised milk in any quantity, which will keep perfectly sweet and fresh during an entire voyage to the Homeland or further. Milk is pasteurised by being heated to a temperature of 140deg. Fahrenheit, at which point it must be kept for an hour or two, or raised to 160deg. for ten minutes or more. The sterilisation of milk does not mean simply boiling it—heating to a temperature of 212deg. Fahrenheit—but means superheating it under steam pressure to 230deg. Fahrenheit. This produces a number of chemical changes, which seem to interfere with its digestibility to an extent that the weak stomachs of invalids or of babies cannot readily digest and assimilate it. It is therefore not so satisfactory, and cannot be compared as a food with raw milk. Though experiments in the laboratory do not show that the milk is impaired by pasteurising, it is less easily digested than raw milk, but more readily acted on by the digestive juices of the stomach than milk that has been sterilised.

The latest quarterly report of the Bureau of Health for the Philippine Islands contains the following:—

The theory that beri-beri is caused by the continuous consumption of polished rice as a staple article of diet has received further confirmation by recent experience at the Cullinan leper colony. Since the opening of the colony, in 1906, good grades of polished rice were always used as the staple diet, and beri-beri has been more or less constantly present during the entire time that the colony has been in existence. From time to time adding more meat and vegetables to the rations and reducing the amount of rice improved the situation and the incidence of the disease was reduced to small proportions, but its complete eradication did not seem to be possible until the use of polished rice was entirely discontinued. As stated in the last quarterly report, during the month of March the use of red rice or "pinam" was ban and beri-beri had practically disappeared by the end of the quarter. The use of the same kind of rice has been continued and it is gratifying to report that the disease has completely disappeared among the inmates of the colony. A few as have been encountered, but they occurred among persons who had but recently transferred to the colony.

KELANTAN'S EXPERIENCE.

The following is from the recently published Kelantan Administration Report:—

Beri-beri does not exist in Kota Bharu nor in any of the other important towns in the State. Country-grown rice, which is roughly husked, is the staple diet in these places. Dr. Gimlette, speaking with many years' experience in Kelantan, says that to the best of his belief beri-beri has never occurred within Kota Bharu itself. Patients are well-nourished and fed upon coarse unpolished Kelantan rice, bought at a rate varying between five to six rupees to the dollar. Dr. Gimlette states that beri-beri occurs from time to time among the imported coolies in the interior, more especially in the Dull Development Company's concession, where the largest number of hands employed, heads that all possible precautions to combat the disease are taken, and that the high standard of the hospital at Kuala Lebir, the Company's head-quarters, has been maintained throughout the year by the Company's medical officer, Dr. Smart.

## LOCAL SPORT.

## FOOTBALL.

## BUFFS v. CIVILIANS.

The football season was opened on Saturday afternoon by a match between the Buffs and a team arranged by Mr. Storrie. A good game was witnessed and the result, a pointless draw, was a fair indication of the play. The rough ground militated somewhat against good play. The teams were:—

Mr. Storrie's XI.—Hay; Hamilton and McCubbin; Wilkie, Barlow and Gregory; Atcheson and Hedley; Brown; Cooper and Storrie.

Mr. Chan Tong seconded, and the motion was carried unanimously.

The CHAIRMAN said: -Gentlemen.—With your permission I will follow the usual custom and take the report and accounts, which have been in your hands for some days, at read. Your directors are pleased, in these times of stress and stringency, to be able to lay before you an account such as the one under review, which enables us not only to pay the same dividend as last year, but also to provide for depreciation and add to our reserves. Depreciation is with us a very serious item, especially with reference to our herd, which is, as you know, subject to constant renewal, and should this point be overlooked or unprovided for, you would soon be without cows with which to carry on your business. We trust the course recommended for dealing with the accounts will meet with your approval. A necessary precaution known to us is taken to prevent the introduction of disease to the herd, as well as to prevent the spread of any contagion that may find its way into the premises, we are compelled to insist upon the rigid enforcement of an old rule of the company, which forbids the admission of visitors to any of our properties; no one should feel hurt when permission to visit the farm is refused them, if they bear in mind the object in view. The various departments of our business require constant care and study to enable us to keep pace with the times. In this work your Board have the assistance and co-operation of an able staff, whom it gives us pleasure to congratulate on the manner in which they stand up to the wishes of your Board. Our manager is at present in Australia in the interests of the company. Our customers may use the milk supplied them feeling sure that no effort has been spared, or precaution neglected, that tends to keep the milk pure, fresh, and free from all contaminating influences. It is therefore quite unnecessary to boil or sterilise it before using, but should it for any special reason be necessary to use milk so treated, the company will deliver it either pasteurised or sterilised as desired. Under ordinary circumstances raw milk is more easily digested and more readily assimilated than when it has been pasteurised, boiled, sterilised or frozen; nature gives it to us in the raw state, and in that state it was intended that all mammals should use it. For the benefit of invalids or others who desire to use sterilised milk, the company is prepared to supply, and place on board ship, freshly sterilised milk in any quantity, which will keep perfectly sweet and fresh during an entire voyage to the Homeland or further. Milk is pasteurised by being heated to a temperature of 140deg. Fahrenheit, at which point it must be kept for an hour or two, or raised to 160deg. for ten minutes or more. The sterilisation of milk does not mean simply boiling it—heating to a temperature of 212deg. Fahrenheit—but means superheating it under steam pressure to 230deg. Fahrenheit. This produces a number of chemical changes, which seem to interfere with its digestibility to an extent that the weak stomachs of invalids or of babies cannot readily digest and assimilate it. It is therefore not so satisfactory, and cannot be compared as a food with raw milk. Though experiments in the laboratory do not show that the milk is impaired by pasteurising, it is less easily digested than raw milk, but more readily acted on by the digestive juices of the stomach than milk that has been sterilised.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.  
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
P.O. Box 33. Telephone No. 12.  
Telegraphic Address: PRESS CODES: A.B.C.  
5th Ed.-Liberia.

## NEW ADVERTISEMENTS

## WANTED.

A SMART and Pleasant-Mannered RUNNER for a First-Class Hotel. Apply with references. Certificate of last discharge indispensable.  
Box D. 12.  
Care of "Daily Press" Office.  
Hongkong, 10th October, 1910. [1158]

WANTED: JANUARY 1st.

FURNISHED or UNFURNISHED HOUSE. Address— "HOUSE," Care of "Daily Press" Office.  
Hongkong, 10th October, 1910. [1159]

AN EXHIBITION OF WORK WILL BE HELD BY THE 2ND BN. THE BUFFS, IN THE

R. E. THEATRE.  
WELLINGTON BARRACKS,  
ON MONDAY AND TUESDAY,  
the 17th and 18th October, 1910.  
Doors Open from 4 P.M. to 7.30 P.M. on 17th,  
and from 11 A.M. to 6 P.M. on 18th.  
Some of the Work Exhibited will be marked  
for Sale.  
No Charge will be made for Admission.  
Hongkong, 10th October, 1910. [1160]

BY ORDER OF THE MORTGAGEES.  
PUBLIC AUCTION.

MESSES. HUGHES & HOUGH have received instructions to Sell by PUBLIC AUCTION.

ON THURSDAY,  
the 20th day of OCTOBER, 1910, at 12 o'clock,  
Noon, at their AUCTION Rooms in  
THE VALUABLE LEASEHOLD PROPERTY  
IN ONE LOT Known as

No. 2, 4, 6, 8, 10, 12, 14, and 15, LI SING STREET, Victoria, Hongkong.

The property consists of all that piece or parcel of ground situate at Victoria in the Colony of Hongkong formerly Registered in the Land Office as the REMAINING PORTION OF MARINE LOT NUMBER SEVENTY-ONE and now known there as Sections R, S, T, U and the Remaining Portion of Marine Lot Number Seventy-one, and has an area of 8,208 square feet or thereabouts.

Particulars and Conditions of Sale may be had from the Vendor's Solicitors.

MESSES. DEACON, LOOKER & DEACON,  
No. 1, Des Voeux Road, Central,  
Hongkong, and also from the Auctioneers,  
Hongkong, 10th October, 1910. [1161]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"BORNEO,"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within 6 days of the steamer's arrival here, after which date they cannot be recognised. No claim will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent  
Hongkong, 8th October, 1910. [1162]

## APPLES APPLES

"TASMANIAN STURMERS"  
OF  
EXCELLENT QUALITY  
30 Cents Per lb.

THE  
DAIRY FARM CO., LTD.  
[42]

JUST RECEIVED and FOR SALE for the PRESENT SEASON.  
From the AGRICULTURAL AND HORTICULTURAL ASSOCIATION OF LONDON.  
A selection of the best varieties of their famous and tested

VEGETABLE AND FLOWER SEEDS.

ALSO  
GARDEN FERTILISERS, BOOKS ON GARDENING,  
etc., etc., etc.

GRACA & CO.  
27, DES VOEUX ROAD, HONGKONG.

## INTIMATIONS

ST. ANDREW'S SOCIETY.

IN Accordance with Article 7 of the Rules of Constitution a SPECIAL GENERAL MEETING of the Members of the Society will be held in the CITY HALL, TO-DAY (MONDAY, 10th instant, at 5.30 p.m., in order to reconsider the subscription for the Ball to be held on the 30th proximo.

P. S. JAMESON,  
Hon. Secretary.  
Hongkong, 3rd October, 1910. [1145]

## "BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF  
H. E. SIR HENRY MAY, K.C.M.G.,  
H. E. MAJ. GENERAL BROADWOOD, C.B.  
COMMODORE EYRES, R.N.  
AN ENTERTAINMENT  
Will be held  
AT THE  
CITY HALL,  
On SATURDAY, 15TH, AND MONDAY,  
17TH OCTOBER.  
Seats may be Booked at the ROBINSON  
PIANO CO., on and after MONDAY, 3rd  
October.  
Hongkong, 27th September, 1910. [1095]

## GOVERNMENT NOTIFICATION

No. S.221.

IT IS HEREBY NOTIFIED that Tenders will be received at the COLONIAL SECRETARY'S OFFICE until Noon of SATURDAY, the 29th October, 1910, for the Supply of AERATED WATER, BEDDING and CLOTHING, BEERS, SPIRITS, WINES, etc., CHEMICALS, DRUGS, SURGICAL INSTRUMENTS and SUNDRIES; FURNITURE, etc.; MILK, etc.; PROVISIONS; SUNDRIES and WASHING; (Schedules Nos. 1 to 9) required locally, by the Department, for the period of one year, from the 1st of January next inclusive.

For form of Tender apply at the COLONIAL SECRETARY'S OFFICE.

All other information may be obtained from the PRINCIPAL CIVIL MEDICAL OFFICER at the CIVIL HOSPITAL.

J. M. ATKINSON,  
Principal Civil Medical Officer,  
Medical Department.  
Hongkong, 4th October, 1910. [1147]

## MAGISTRACY.

NOTICE IS HEREBY GIVEN that a MEETING of the LICENSING BOARD will be held in the Council Chamber on WEDNESDAY, the 2nd day of November, 1910, at 2.15 P.M. for the purpose of considering applications for Publican's and Hotel Keeper's Adjunct Licences for the year 1910-1911 under the Liquor Licences Ordinances, 1898-1909.

Forms of applications may be obtained at this Office.

All applications must be forwarded to this Office on or before FRIDAY, the 14th day of October, 1910, and must be accompanied by a deposit of Three Dollars.

Applications for transfers or new licences and persons objecting to such applications must appear in person.

G. A. WOODCOCK,  
Secretary to the Licensing Board.  
Hongkong, 3rd October, 1910. [1140]

## NOTICE OF REMOVAL.

WE have This Day REMOVED our Office to No. 8, DES VOEUX ROAD CENTRAL, 2nd floor (corner of Ice House St.).

WEASER & RAVEN,  
Architects and Surveyors.  
Hongkong, 1st October, 1910. [1154]

WEASER &amp; RAVEN,

Architects and Surveyors.

Hongkong, 1st October, 1910. [1154]

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Hongkong, 1st October, 1910. [1154]

WEASER &amp; RAVEN,

Architects and Surveyors.

**BENCER'S**

One of the most valuable foods known to the Medical Profession.—"The Lancet" describes it as "Mr. Benger's admirable preparation."

Benger's Food is distinguished from the others by the ease with which it can be digested and absorbed.

**BENGER'S FOOD IS FOR INFANTS AND INVALIDS,** and all whose digestive powers have become weakened through illness or advancing age.

Medical and pharmaceutical agents are requested to write for booklet, "Benger's Food and its Use." This contains a Concise Guide to the Rearing of Infants and practical information on the care of Invalids, Convalescents and the Aged. Post free on application to Benger's Food Ltd., Outer Works, Manchester, Eng.

*Benger's Food is sold in tins by Druggists, etc., everywhere.*

**DINNEFORD'S**

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

**MAGNESIA****COLEMAN'S WINCAERNIS,  
THE GREATEST TONIC  
IN THE WORLD.**

WHAT IT has done for OTHERS it will DO FOR YOU  
Its refreshing and exhilarating effects are a revelation  
to those who have never tried it before.  
"WINCAERNIS" has a charm all its own, which you  
cannot fail to appreciate.  
The combination of all that is most nourishing in Beef and Malt is  
prepared in Wincaernis gives a TWO-POWER STANDARD  
that cannot be equalled for giving Strength and Stamina,  
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY  
From any leading Chemist.**MUSTARD & COMPANY.**Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [719]**NOTICES TO CONSIGNEES**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 10th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO., LTD.  
General Managers.

Hongkong, 7th October, 1910. [14]

FROM EUROPE.

THE H.A.L. Steamship

"ARMENIA."

Captain Rohde, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLROWITZ &amp; CO., Agents.

Hongkong, 5th October, 1910. [4]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

S.S. "BUYU MARU."

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after the 12th inst. at 10 A.M. will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All Cargo undelivered THURSDAY, the 13th inst., at NOON, will be subject to rent.

All chafed and otherwise damaged Cargo will be examined on the above company's Godown THURSDAY, the 13th inst., at 10 A.M.

N.Y. YAMADA, Acting Manager.

Hongkong, 8th October, 1910. [155]

NORDDEUTSCHE LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

All Claims must reach us before the 16th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,  
MELCHERS & CO.,  
General Agents.  
Hongkong, 5th October, 1910. [5]**THE REGULAR ARMY UNDER RADICAL GOVERNMENT.****III.—THE SPECIAL RESERVE:**

[BY THE DUKE OF BEDFORD, K.G.]

The Secretary of State for War relies, or all events relied, on the Special Reserve to make good the deficiencies on the Regular Reserve. In explaining the Army Estimates last year (1909) he informed us that, "Of course the Regular Reserve will come down when we reach the normal, but, on the other hand, the Special Reserve will go up, and you will get over 200,000." The number of the Reserve of all arms of the Regular Army at the end of 1913 is given in Lord Erroll's Return as 105,373. If the statement that as the Regular Reserve diminishes so the Special Reserve will increase, till finally we have a Reserve Army of 200,000, is to become true, then in 1913 a Special Reserve of 95,627 men, every man of age and physically fit to serve abroad, will be needed. In dealing with the Army Estimates this year (1910) the Secretary of State for War informs us that the establishment of the Special Reserve will in future be 70,000 and that the actual strength now is 67,948.

It is necessary to remember that in the Regular Reserve every man has completed his term of Colour service and must be of an age to serve abroad. In the Special Reserve, on the contrary, boys of seventeen are enlisted, and are returned, from the date of enlistment, as being of the same value and efficiency as the matured Regular Reservists for service abroad. Mr. Haldane needs 93,627 men fit for foreign service for his Army Reserve of 200,000. He now fixes the Special Reserve establishment at 70,000 and has a strength of 67,948, one-third of whom are too young for foreign service. It is essential for the existence of the Regular Infantry that every Special Reserve recruit on attaining the age of 18 years should be passed into the Army standard should be passed into the Army. Consequently bounties are offered to Special Reserve recruits to join the Army and rewards to non-commissioned officers to promote their transfer. Paragraph 52 of the Annual Report on Recruiting for the year ended 30th September, 1909, runs as follows:

The majority of men who enlist in the Special Reserve do so in the hope of improving their physique up to the Line standards and of then passing on to the Regular Army. The possibility of attracting a class of men who will remain in the Special Reserve is a subject which is receiving attention, and it is hoped that such a class may yet be reached.

**A SEDIMENT.**

In the Special Reserve the class of men who will be left as its permanent element will consist, as soon as all the Militiamen transferred by means of bounties become time-expired in 1915, of those recruits who have failed to reach the Army standard of physical development. The men who remain in the force, and who do not join the Army, are described by Lord Lucas as "the sediment of the Special Reserve."

The puzzle is how to make the men composing this sediment, who are rejected for the Army in time of peace, fit for the Army in time of war. This is the solution arrived at by the Army Council. On the Attestation Form of Special Reserve recruits there is a certificate of medical examination which certifies the recruit to be fit for the Army Reserve. No mention is made of the Special Reserve. The words are "Army Reserve." That the advent of war makes every man in the Special Reserve fit for the Regular Army. Until June, 1908, all Special Reserve recruits were remeasured on completion of their six months' drill on enlistment. On the Attestation Form of every Special Reserve recruit there were comparative columns, the one giving the height, weight, and chest measurement on enlistment, the other after six months' service and six months' drill. In July, 1908, a War Office letter was issued notifying that "The Army Council no longer consider the measurement of Special Reserve recruits on conclusion of six months' drill necessary." I drew attention to this point in the House of Lords on the 16th May, 1909, and on the 2nd June of this year orders have been issued to resume the practice of remeasuring recruits at the end of their six months' drill.

The Special Reserve comprises Engineers, Artillery, Infantry, Army Service Corps, Army Medical Corps, and Veterinary Corps. The Special Reserve Artillery was formed by giving bounties to men to transfer from the Royal Garrison Artillery to the Reserve of the Royal Field Artillery. What is happening about the Royal Garrison Artillery is a puzzle, owing to conflicting statements by responsible authorities upon the subject. We read in the Army Estimates of 1909-10 that: "In order to provide men on mobilisation for the Ammunition Column of the Field Artillery 33 batteries surplus to the requirements of the Expeditionary Force were converted into 11 Training Brigades, a large proportion of their rank and file being replaced by Special Reservists. This scheme has met with a considerable measure of success, over 9,000 Special Reservists, including 6,500 transferred from the Garrison Militia Artillery, having been obtained.

In the General Annual Report on the British Army for 1910 the Army Council state: "It was found that many of the men transferred were not suited for Artillery." The result then is that 33 Regular batteries have been disbanded and replaced in the first instance by 11 Training Brigades, comprising, according to the Army Council, many men "not suited for Field Artillery." These 11 Training Brigades have now been reduced to nine. Finally, I note that the establishment of the Special Reserve Artillery has been reduced from 12,000 to 6,000.

It is stated in the Army Estimates of 1909-10 that of the 99 Field batteries at home 72 will be appropriated to the Expeditionary Force and 18 to the Training Brigades. The conversion of Royal Field Artillery batteries into Training Brigades means a reduction of no less than 1,386 in the rank and file of the Royal Artillery. The reductions do not end here. The Secretary of State in his Estimates of 1909-13 promises a further reduction in the way of reducing his Training Brigades from nine to six. The men who are to take the place of the trained men of the Royal Field Artillery are Special Reservists. These men are enlisted for six years. They drill with the Training Brigade for six months on enlistment, and then perform an annual training for fifteen days and carry out gun practice in four out of six years. These Special Reservists are to take the place of the men of the Royal Artillery. In May, 1908, Mr. Haldane in the House of Commons, in answer to a question asking if the Royal Field Artillery had been reduced by 1,076, stated that "it was absolutely untrue to say that the Government had reduced the Field Artillery. They had done nothing of the kind. The questions were misleading."

The whole plan is most obscure and impossible to follow. But this much is clear: that Mr. Haldane, having condemned and destroyed the plan of his predecessors of creating a Regular Artillery Reserve by three years of Colour service, has in the end been compelled to revive and restore the same system. He has also been obliged to reduce the establishment of his Special Artillery Reserve from 12,006 to 6,000 on account of failure to obtain the men.

The Special Reserve Infantry have 74 third battalions and 27 fourth battalions. By the Return of April, 1910, there are 1,357 subalterns in the Special Reserve Infantry. Since that Return was issued 24 subalterns have passed into the Regular Army. There is, therefore, now a deficiency of 1,331 subalterns for the Special Reserve Infantry. The number of Regular officers required for all the Special Reserve battalions is said by the Return to be complete; but by the "Army List" of the 1st of March, 56 Regular captains and 53 Regular subalterns have not yet been posted to third and fourth battalions. I therefore asked the Under Secretary of State for War in the House of Lords on the 7th July last, if the Return was right and the "Army List" wrong, or the other way about, but received no answer. The discrepancy of 190 Regular officers is considerable, and cannot be explained by the War Office.

ARMY cannot be maintained without it. But boy enlistment direct into what must in future be the Regular Reserve I wholly condemn. By the last return, in round numbers, out of 12,000 on enlistments into what will be from 1913 onwards the Reserve of the Regular Army, 10,000 are boys too young to go abroad, the only purpose for which they are enlisted. On the 4th March, 1908, Mr. Haldane referred in Parliament to "the enormous advantage" that the Special Reserve presents over the Militia system since you have got it ready to go abroad and since it enables you to mobilise your Expeditionary Force and makes that effective in a fashion that could not be formerly contemplated." Mr. Haldane did not explain what we now know namely, that when the balance of the 48,746 Militiamen who were transferred at a cost of £97,492 became time-expired in 1913, then the mass of Special Reservists will be under the age for foreign service, and so far from being ready to go abroad on mobilisation will not be fit for that duty for two or three years.

It is always open to the Army Council to shut boys back into the Special Reserve or let them flow out into the Army by varying the Army standard an inch or so. At present the standard for the Special Reserve in certain districts is 5ft. 2in. All it involves is breaking faith with the recruit: that is to say nothing more.

Thus if a recruit presents himself of, say, 5ft. 4in., that being the Army standard of the moment, the boy is advised to join the Army through the Special Reserve, because in the end it is to the advantage both of the Army Council and of the Depot Staff that he should do so. The Army Council records a double entry over the recruit, one into the Special Reserve and one into the Regular Army, and the Depot Staff pocket over him a double bounty. Then during his recruit period the Army Council raise the Army standard to 5ft. 3in. and tell the boy that he is no longer fit for the Army, into which they had promised him enlistment at the end of six months, but that he must remain in the Special Reserve till it suits them to lower the standard. When the Special Reserve was first formed recruits were allowed to pass into the Line on completion of three months' training. Then the period was raised to six months with a view to filling the Special Reserve. Now it has been reduced again to three, the effect of which will be to fill the ranks of the Regular Army, after the training of the Special Reserve battalions and before the Annual Return is published for the year ending September, 1910, by recruits who have recorded two enlistments, one in the Special Reserve and one in the Line.—London Morning Post.

OFFICERS AND MEN.

On the 1st of March, 1909, the Secretary of State for War was asked if he was satisfied with the recruiting of the Special Reserve officers. Mr. Haldane replied that he depended on the new Officers' Training Corps, the fruits of which would begin to be seen in the summer of 1909. On the 7th of March, 1910, the right honourable gentleman stated that 50 officers from the Officers' Training Corps had joined all branches of the Special Reserve. On the 8th of March of this year he was still hopeful of getting 1,000 per annum from this source. But the return of April last shows that since the formation of the Officers' Training Corps three officers have joined the Special Reserve Infantry from the Officers' Training Corps. Lord Lucas stated in the House of Lords last July that since the date when the Return was issued 50 more officers had joined all branches of the Special Reserve from the Officers' Training Corps, but he did not know how many had joined the Infantry.

Allowing that half the total number obtained had joined the Infantry, this would amount to 23 officers in about two years, instead of the 1,000 per annum hoped for by the Secretary of State for War on the 8th of March of this year, and the deficit to be made good is 1,330.

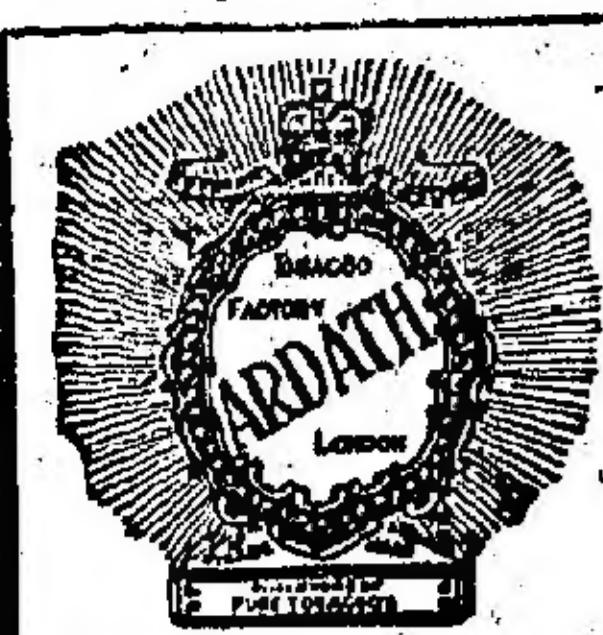
As regards men, the Special Reserve Infantry shows an increase of 522 since last year. There should, however, be no difficulty in recruiting the Special Reserve Infantry up to its full establishment, bearing in mind three facts: First, the number of men serving in the Army and Special Reserve will be in 1915 about 80,000 fewer than those in the Army and Militia in 1905; consequently a much smaller intake will be required. Secondly, the "Special Reserve standard, being lower than that of the Army, takes an altogether lower strata of humanity, hitherto excluded from the Regular Army, but now welcomed into the Special Reserve as its permanent backbone. Thirdly, a deplorable lack of employment amongst the labouring classes, especially during the winter months, has been a powerful factor in producing conscripts of hunger. The value of want of employment as a recruiting agent for the Special Reserve is thus alleged to be in a circular issued by the War Office in 1908: "The question is whether the newly organised Special Reserve can be made use of to provide temporary employment during the winter months." This question can only be satisfactorily answered by the unemployed and unemployable who have joined the ranks of the Special Reserve. It depends largely upon the extent to which men can practise with impunity fraudulent enlistment into several battalions and thus use different depots in Great Britain and Ireland as winter refuges in successive years. It is not easy to obtain any official information concerning the physical condition of the Special Reserve recruits. In the Army Annual Return of 1910 it is stated that the recruits of the Special Reserve are superior all round, but especially in education and character, to the Militia recruits of former years. Lord Lucas informed us last year that a class of man was enlisting into the Special Reserve who would not have enlisted into the Militia. I am well aware of this, because in the case of my own county, instead of 1,000 Militiamen all residing at known addresses in the county, there are about 500 Special Reservists, half of whom come from London, Birmingham, and elsewhere. I am sincerely glad that the class of man referred to by Lord Lucas did not enlist in the Militia when he was a Commanding Officer in that Force, because I note that, in 1909, amongst the 57,000 Special Reservists there were 392 Court-martial, whereas amongst 82,000 Militiamen in 1907 there were 309 Court-martial.

Some days before the attempted coup two men, who represented themselves to be diamond merchants, took some vacant premises next door to Messrs. Wright & Hodgkins, and later a number of heavy boxes and packages were delivered there. On the following Saturday afternoon when for the day, the thieves bored a large hole through the party wall, which was 18in. thick, and proceeded to the strong-room, having on their way to break through two other walls. The appliances with which they were provided made this task a comparatively easy one. On arriving at the strong room, which consisted of eight inches of solid steel with an asbestos lining, they proceeded to cut a hole in it by means of an oxy-hydrogen gas blow-pipe. They had accomplished this, and only half an inch of steel remained between them and the £40,000 treasure when, for some unknown reason, they became alarmed and despaired, leaving all their costly apparatus behind. A disturbance occurred in the street near the premises, and it is thought that a confederate who was keeping watch seeing the police approach, thought they were discovered and gave the alarm. The thieves had installed a temporary telephone and electric alarm to enable them to keep in communication with the man on watch. It is calculated that they had been at work at least fourteen hours when they were disturbed, and the house-breaking appliance they left behind weighed more than a ton and must have cost over £200. There were large screens to prevent the glare of the blow-pipe being seen outside, and gloves and masks which the operators had used to protect themselves from the heat.

ROYAL SOLDIERS.

The Army Medical Report for 1908 notes the effect of passing boys into the Regular Army through the Special Reserve as calculated "to considerably lessen the remunerative stage of a soldier's service by postponing the date at which he may with reasonable security be sent to take his place in the Army beyond the sea."

The Army Annual Report tells us that in 1905 113 boys of less than eighteen years of age were enlisted into the Regular Army, whereas in 1909 more than ten times that number, namely, 1,355 boys of less than eighteen years, were taken for the Regular Army. This is a most important point, because for every additional boy under the age for foreign service with the Colours a man must be required from the Regular Reserve on mobilisation. For instance, the above



# WISFRED

## CIGARETTES.

Per 50  
50 cents.

In handsomely & stately Tins.  
and in Patent a

Virginia Leaf Cigarettes, made from pure Tobacco of the finest quality at moderate price.

SOLE PROPRIETORS:  
ARDATH Tobacco Co., LONDON.



### Straits Settlements Stocks and Shares.

Rubber Companies. Singapore, September 29.

Par value each share £1. Calls paid up per share	Malayan Companies. Singapore Fraser & Co.'s Prices, August 31.	Dividends	Par value each share £1. Calls paid up are:	Malayan Companies. Singapore Fraser & Co.'s Prices, August 31.	Dividends
15/- paid	Alor-Pongsu ..	.. ..	fy. paid	Malacca Ordinary ..	8.00
fy. "	Anglo-Johore ..	.. ..	2/- fy. "	Merlimau ..	7/3
2/- fy. "	Anglo-Malay ..	1.6.0	25% " 10	Merton Syndicate ..	.. ..
17/6	Batuap ..	.. ..	fy. "	Mount Austin ..	.. ..
fy. "	Batiteng ..	.. ..	fy. "	Narborough Est. ..	.. ..
fy. "	Batu Caves ..	17.5.0	35% " 10	North Hummock ..	10% int. '03
fy. "	Batu Kawan ..	.. ..	2/- fy. "	Padang Jawa ..	.. ..
fy. "	Batu Tiga ..	.. ..	fy. "	Panad Johore ..	.. ..
21/1	Beranang Selangor ..	.. ..	fy. "	Pataling ..	3.6.0
15/-	Bernam Perak ..	.. ..	fy. "	Pelepah (Johore) ..	50%
fy. "	Do. Ordinary ..	.. ..	10/-	Perak ..	11/-
fy. "	Bidor ..	.. ..	12/3	Peneiro Est. ..	10%
12/6	Bilands Selangor ..	.. ..	17/6	Prye ..	10/-
2/- fy. "	Bukit Cloth ..	.. ..	12/6	Ratanaf ..	.. ..
2/- fy. "	Bukit Kajang ..	3.0.0	2/- 7.5 pm	Bembia ..	10/- pm
2/- fy. "	Bukit Mertajam ..	.. ..	.. ..	Kim ..	.. ..
fy. "	Bukit Rajah ..	18.4.0	150% " 09	R. Est. of Krian ..	.. ..
2/- fy. "	Bukit Selangors ..	6.5.0	.. ..	R. of Johore ..	.. ..
fy. "	Castledell ..	.. ..	.. ..	Serga ..	7.10.0
2/- fy. "	Chankut Saisak R. and Tin. ..	4.9	.. ..	Seafield ..	3.5.6
fy. "	Cheronesos ..	.. ..	.. ..	Selat Rubber ..	.. ..
2/- fy. "	Choviot ..	.. ..	.. ..	Sempah ..	2.5.0 pm
2/- fy. "	Chota Rubber ..	2.5.6	136% " 03	Sendayan ..	.. ..
2/- fy. "	Cicely Ordinary ..	2.5.6	140% " 03	Seremban ..	.. ..
2/- fy. "	Preferred Consol. Malay ..	1.7.6	50% " 10	Serangoon ..	.. ..
2/- fy. "	Damanava ..	8.15.0	25% " 10	Shelford ..	3.17.6
2/- fy. "	Entb. Selangor ..	15.4.	16% " 09	Siginting (N.S.) ..	.. ..
2/- fy. "	Fed. Selangor ..	.. ..	2/- fy. "	Singapore Para ..	3.12.6
2/- fy. "	Gna Kee R. Est. ..	.. ..	.. ..	Straits (Bertam) ..	8/3
15/-	Garing (Malacea) ..	.. ..	.. ..	Stratmire R. ..	.. ..
fy. "	Golconda ..	6.7.6	25% " 09	Sungai Bahru ..	.. ..
fy. "	Golden Hope ..	.. ..	30% " 09	Sungai Choh ..	.. ..
2/- fy. "	Gula-Kalumpong H. and Lowlands ..	6.0.0	10% " 0	Sungai Kapar ..	.. ..
fy. "	Inch Kenneth ..	15.17.6	60% " 10	Sungei Krait ..	.. ..
15/-	Johore R. Para. ..	.. ..	.. ..	Sungei Liang ..	.. ..
10/-	Johore R. Lands ..	.. ..	.. ..	Sungei Salak ..	.. ..
12/3	Jong-Landor ..	.. ..	.. ..	Sungei Way ..	.. ..
17/6	Jugra (Ordinary) ..	.. ..	.. ..	Tangah ..	.. ..
2/- fy. "	Juru Estates ..	.. ..	.. ..	Third Mile ..	.. ..
2/- fy. "	Kipong Kuantan Kaluning " Do. " B. ..	.. ..	.. ..	Tremedive ..	.. ..
2/- fy. "	Kipar Para ..	10.15.0	10% " 09	Utd. Sun Botong ..	.. ..
fy. "	Kellas ..	.. ..	.. ..	Val d'Or Est. ..	.. ..
fy. "	Kepono ..	.. ..	.. ..	Vallambrosa ..	2.6.0
7/6	Killinghall ..	.. ..	.. ..	Trust and Finance Companies. ..	250% " 09
2/- fy. "	Kinta Kellas ..	.. ..	.. ..	Anglo-Straits R. T. ..	.. ..
2/- fy. "	Khannang ..	33/4	10% " 10	Eastern Internat. Trust ..	.. ..
2/- fy. "	Khan-Kellas ..	.. ..	.. ..	Mid-East Invest ..	.. ..
2/- fy. "	Kota Tinggi ..	2.9	.. ..	Rubber Plants Inves. Trust ..	20%
10/-	Kota Tampan ..	.. ..	.. ..	H. Share Trust ..	.. ..
15/-	Krubla Klang ..	.. ..	.. ..	Strait. M. & Trust. ..	.. ..
fy. "	Kuala Lumpur ..	9.10.0	30% int. '09	India, Ceylon, Borneo, Java and Sumatra. ..	.. ..
fy. "	Kuala Pahli ..	.. ..	.. ..	Anglo-Java ..	.. ..
2/- fy. "	Kuala Selangor ..	.. ..	.. ..	Assam (Sumatra) ..	.. ..
2/- fy. "	Labu ..	17.0	20% " 09	Bengawan R. ..	.. ..
15/-	Lauadron ..	6.0.0	27% " 09	Beaufort ..	17/6
fy. "	Ledbury ..	4.10.0	17/3 " 09	Central Sumatra ..	.. ..
7/6	Lendu ..	.. ..	.. ..	Indian Peninsula ..	.. ..
15/-	Lingga ..	9.15.0	50% " 10	Java Amrangin ..	.. ..
15/-	London Asiatic ..	18.6	.. ..	Kimanis ..	.. ..
15/-	Lunut Est. ..	.. ..	.. ..	Langkow ..	.. ..
2/- fy. "	Madingley Est. ..	.. ..	.. ..	Manchester ..	.. ..
fy. "	Malacca 7/4 Cum. Participating Pref. ..	6.0.0	19% " 09	Nirmala (Java) ..	.. ..
.. ..	.. ..	.. ..	.. ..	Pontianak ..	.. ..
.. ..	.. ..	.. ..	.. ..	Sumatra Para ..	.. ..
.. ..	.. ..	.. ..	.. ..	Sumatra Prop. ..	.. ..
.. ..	.. ..	.. ..	.. ..	United Sardine ..	.. ..
.. ..	.. ..	.. ..	.. ..	United Sumatra ..	.. ..
.. ..	.. ..	.. ..	.. ..	12/6	.. ..

### MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.	Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000. Capt. S. J. T. Farquhar, Hongkong.
M.V.O. Hongkong.	Asteria, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p. Captain E. B. Kiddie, cruising.
Asteria, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p. Captain E. B. Kiddie, cruising.	Atlas, admiralty tug, 1,400 i.h.p. Master, S. West, Hongkong.
Brumble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. G. W. Smith, Hongkong.	Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. G. W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 27,000. Capt. E. H. Donovan, Westhawke.	Compton, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. G. F. A. Mulock, Yangtze.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p. Lt. Comdr. C. E. Lloyd Thomas, Hongkong.	Nightingale, river gunboat, 85 tons, 240 h.p. Lt. Comdr. Claude Hilliard-Woodward, R.N. Yangtze.
Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p. Captain J. Nicholas, cruising.	Otter, torpedo-boat destroyer, 383 tons, 5 guns, 6,300 i.h.p. Lt. Comdr. E. Stevenson, cruising.
Gnat, British sloop, 1,070 tons, i.h.p. 27,000. Capt. E. H. Veale, Hongkong.	Robe, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. W. C. Lucas, Canton.
Gnat, British sloop, 1,070 tons, i.h.p. 27,000. Capt. E. H. Veale, Hongkong.	Sandwich, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut. Comdr. E. J. J. B. Southby, R.N. Yangtze.
Gnat, British sloop, 1,070 tons, i.h.p. 27,000. Capt. E. H. Veale, Hongkong.	Taku, torpedo-boat destroyer, 305 tons, i.h.p. 6,000. Gunner W. Barlow, R.N. Hongkong.
Gnat, British sloop, 1,070 tons, i.h.p. 27,000. Capt. E. H. Veale, Hongkong.	Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Byres, Hongkong.
Gnat, British sloop, 1,070 tons, i.h.p. 27,000. Capt. E. H. Veale, Hongkong.	Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800. Lieut. Comdr. R. J. Buchanan, Yangtze.

### HONGKONG TIDE TABLE.

From October 10th to 16th, 1910.

	High Water	Low Water
Mo.	Mean Time	Height
10	No Infraet. high m. 0.0 10 m. 0.0 10	water
11	No Infraet. high m. 0.1 10 m. 0.1 10	water
12	No Infraet. high m. 0.2 10 m. 0.2 10	water
13	No Infraet. high m. 0.3 10 m. 0.3 10	water
14	No Infraet. high m. 0.4 10 m. 0.4 10	water
15	No Infraet. high m. 0.5 10 m. 0.5 10	water
16	No Infraet. high m. 0.6 10 m. 0.6 10	water
17	No Infraet. high m. 0.7 10 m. 0.7 10	water
18	No Infraet. high m. 0.8 10 m. 0.8 10	water
19	No Infraet. high m. 0.9 10 m. 0.9 10	water
20	No Infraet. high m. 1.0 10 m. 1.0 10	water
21	No Infraet. high m. 1.1 10 m. 1.1 10	water
22	No Infraet. high m. 1.2 10 m. 1.2 10	water
23	No Infraet. high m. 1.3 10 m. 1.3 10	water
24	No Infraet. high m. 1.4 10 m. 1.4 10	water
25	No Infraet. high m. 1.5 10 m. 1.5 10	water
26	No Infraet. high m. 1.6 10 m. 1.6 10	water
27	No Infraet. high m. 1.7 10 m. 1.7 10	water
28	No Infraet. high m. 1.8 10 m. 1.8 10	water
29	No Infraet. high m. 1.9 10 m. 1.9 10	water
30	No Infraet. high m. 2.0 10 m. 2.0 10	water
31	No Infraet. high m. 2.1 10 m. 2.1 10	water
1	No Infraet. high m. 2.2 10 m. 2.2 10	water
2	No Infraet. high m. 2.3 10 m. 2.3 10	water
3	No Infraet. high m. 2.4 10 m. 2.4 10	water
4	No Infraet. high m. 2.5 10 m. 2.5 10	water
5	No Infraet. high m. 2.6 10 m. 2.6 10	water
6	No Infraet. high m. 2.7 10 m. 2.7 10	

NOTICE TO THOSE INTERESTED IN  
**CIVIL ENGINEERING WORK.**

THE FOLLOWING SURPLUS MATERIAL FROM CONSTRUCTIONAL WORK AT THE  
**TAIKOO DOCK, HONGKONG**  
IS NOW FOR SALE.

Portable Locomotive Boilers and Engines.  
Marine Boilers Complete.  
Vertical Steam Engine, Rope Drive.  
"Plenty" Engine and Dynamo.  
Vertical Feed Donkey.  
Portable Stone Breaker and Auto Screening and Loading Machine.  
Stone Crushers.  
Cement Mixer.  
Pulverizers Pumps.  
Duplex Steam Pumps.  
Duplex Feed Pump.  
Double Acting Pump, single Cylinder.  
Ballast Pump.  
Hercules Pump.  
Gwynne's Pump.  
Plunger Pump.  
3-Throw Ram Pump.  
Single Centrifugal Pump with Engine.  
Single Centrifugal Pump with Pulleys and Shafting.  
Double Centrifugal Pump with Pulleys and Shafting.  
Centrifugal Pump with Pulleys.

Enquiries and offers should be addressed to the undersigned, who will be pleased to supply further particulars if necessary.

**BUTTERFIELD & SWIRE,**  
HONGKONG, CHINA AND JAPAN.

Hongkong, 3rd October, 1910.

[1137]

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AND HEATING  
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WORK WITH ALL  
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MAIL TABLES FOR 1910	0.20 & 0.20

VESSELS EXPECTED.

THE FRENCH MAIL.	The C.P.R. Co.'s str. <i>Dunbea</i> , with the French Mail of the 11th ultimo, and mails from London of the 10th ultimo, left Saigon on the 7th instant, at 6 a.m., and is expected to arrive here to-day at daylight.
THE AMERICAN MAIL.	The P.M. str. <i>Siberia</i> is due to arrive here to-day between 6 and 8 a.m.
The P.M. str. <i>China</i> left San Francisco on the 20th ultimo, and mails from Honolulu and Japan and Shanghai, and is due here on the 16th instant.	The T.K.R. str. <i>Hongkong Maru</i> sailed from Callao on the 3rd instant for this port, via the usual ports of call.
The P. & A. str. <i>Sejia</i> is due to arrive at this port on the 14th instant.	The P.O.S.K. str. <i>Chicago Maru</i> from Taejon left Yokohama for this port via Kobe, Nagasaki and Manila on the 9th instant, and is expected here on or about the 23rd instant.
The P.O.S.K. str. <i>Chicago Maru</i> from San Francisco on the 27th ultimo for Hongkong, via Honolulu, Japan and Manila, and is due to arrive at Hongkong on the 26th instant.	The T.K.R. str. <i>Chigo Maru</i> sailed from San Francisco on the 4th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st prox.

THE INDIAN MAIL.	The Apar str. <i>Arratoon</i> Apear from Calcutta left Singapore on the 7th instant p.m., and may be expected here on or about the 12th instant.
THE AUSTRALIAN MAIL.	The I.G.M. str. <i>Prins Waldemar</i> left Sydney on the 24th ultimo, at 11 a.m., and may be expected here on or about the 16th instant.
The E. & A. str. <i>Empire</i> left Sydney on the 28th ult. for this port, via Queensland Ports, Timor and Manilla, and is due here on 21st inst.	The HONGKONG DAILY PRESS PRINTING WORKS turn out the Best Printing at Reasonable Price.

MILLADY'S DEBTS.

A GROWING SCANDAL IN THE SMART SET.

The fact, says *M.A.P.*, that for some time past an advertisement has been daily appearing in a well-known morning paper, offering a sum of no less than \$1,000 per annum to Society people, who will use their influence in procuring introductions to bonds or acquaintances in want of money at a moderate rate of interest, tells its own story of the state of debt and insolvency which so many smart folk are suffering from to-day.

Women are perhaps the most flagrant offenders in this respect. Indeed, it would not be any means a difficult matter to name, haphazard, a dozen or more, well-known Society hostesses who at the present moment owe considerably more than they can ever hope to pay.

What is more, under existing circumstances nobody is ashamed of the fact. Nowadays, no women even dream of making any secret concerning the fact that she is in debt—except to her own husband. Indeed, it is counted rather chic than otherwise. Listen to the conversation at any women's club, at an afternoon bridge party, or a smart at home, and you will hear beautifully-dressed women, wearing priceless jewels and indulging in every luxury, complaining of the hardness of their lot, and the iniquity of their millionaires, dressmakers, jewellers, and tradesmen in general in pressing them to pay bills—the total of which they declare is far too exorbitant to be covered by the annual income of a semi-millionaire.

To such a pass have things come, that West End tradesmen have learned to be content with a little paid here and a little paid there by smart customers who no longer consider such a course un dignified, or anything save the most ordinary method of procedure.

Small wonder that bills mount up and that mistakes occur, when nobody ever dreams of troubling to check the accounts which they have not the slightest intention of paying for years to come.

"THE SHOCK OF THE TOTAL."

"The shock of the total is always far too great for me to ever dream of examining the details," was the explanation of a Society Beauty upon one occasion when it was pointed out to her that the cost of half of her sister-in-law's frocks had by mistake been incorporated into her quarterly account.

For with bills, as with everything else, nowadays is the fashion to ignore everything that is unpleasant or inconvenient. True, times do come when the shoe pinches to such an extent that it is difficult to ignore the pressure any longer. Madame *Felicie*, the smart dressmaker, and the great man milliner of the moment, becomes a little too insistent upon the question of receiving cash before credit for any more goods is allowed. The latter's impuniteness worry *Mi-Lady* to distraction. What right has the man to be so tiresome, when she has explained to him that her bridge and her racing luck has been chronic that a good deal more than her quarter's allowance has been absorbed, and she literally does not know where to turn for ready money? Politely but persistently his demands continue. Definitely he refuses to wait any longer.

An intimation is received from a firm of lawyers who collect such accounts. *Mi-Lady* has had a night—and is at her wits' end.

A VISIT TO THE MONEY-LENDER.

But woman's wit and woman's ingenuity, the consideration of one's banker, and the intervention of one's lawyer, somehow manage to stave off the evil moment. Next time such demands will mean a visit to one of those obliging money-lenders who so temptingly offer advances "in strictest secrecy," their letters, as if by some odd chance, invariably dropping in on quarter day, sandwiched amongst a batch of dinner and ball invitations, card for at home and bridge parties, and a whole bundle of hotel bill incidental demands for money, from the very tradesmen who a year or so ago smugly took orders for goods that they knew were being sold at prices far too exorbitant to allow of any save the most elastic credit.

After the money-lender, it is no difficult matter to pocket one's pride and make the acquaintance of one of those pawnbrokers, who, we are assured, know the financial secrets of half the peopple, and whose debtors' list includes the names of some of the proudest beauties of to-day. Each in their turn comes obligingly to *Mi-Lady's* aid—for the time being.

DRAPEARING JEWELS.

A diamond ornament, a rope of pearls disappears. *Felicie* gets something on account of her preposterous bill, a cheque is despatched to the disagreeable milliner, who for a couple of months or so does not receive one great-lady's patronage.

A few pounds here and there are distributed amongst mounting up for months past. It is but a drop in the ocean of debt—but that suffices. *Mi-Lady's* credit is once more restored, and life goes on as merrily, as merrily and as inconsequently as before.

Occasionally, the heavy cost of credit leaks out.

One hears, with dismay, of the bankruptcy

of some famous family; or a whisper of scandal

is circulated concerning family jewels which

when valued for probate turned out to be paste;

or the story of missing heirlooms in the way

of portraits by Rubens, Gainsborough, or Hopper;

or that have mysteriously found their way

into some dealer's hands, for sum that repre-

sents about one-tenth of their true value. Or,

even worse, one reads with horror of the death

of some well-known reigning beauty, due to a

fatal overdose of a favourite sleeping draught.

EXTRAVAGANT FASHION.

It is all very tragic—all very distressing. But debts have to be paid; the world has to go on; *Mi-Lady* has to dress well; it is incumbent upon her position that she entertains lavishly, and as she is seen everywhere. It is all very easy to brate about "fitting one's garment according to one's cloth"—the unfortunate part is, in these days of Anglo-Chinese fortunes nobody's garments are made of mere cloth; rather, fashion has a way of fostering everything that is extravagant and everything that is costly.

And everything in turn combines to multiply expenses and to make one and all live very much above the average incomes which *Society* is supposed to enjoy.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at the following Stores—

KOWLOON BOOK STALL, Ferry Wharf

Messrs. H. EUTTON & SONS, Kowloon Store, No. 36, Haiphong Road.

Messrs. HUNG CHEONG, Haiphong Road

Mr. AH YAU, Hongkong Ferry Wharf Stall

A STANDARD GOLF BALL.

A writer in the *World* says:—"There is much talk just now about a new ball which has lately appeared and is finding much favour with the better class of players. It is a quarter of an inch heavier than most of the specimens of the rubber-coated ball, and when struck gives more of the feel of the old gutty. Though the ball goes more heavily and with less initial velocity from the club, the hard hitters who have used it find that they can drive twenty or thirty yards farther with it. It is a curious thing that the man who hits his ball hard from the tee has never, up till now, found that he has gained much distance by using the rubber core. Probably he could drive the gutty quite as far. It is the moderate driver who has scored most by the rubber core, and it has given him an undue advantage. When, for example, with the gutty, he found a difficulty in clearing the hazards in front of the tee, he is able now with his gentle tap to get over them with ease. And the man who with the gutty could outrive him by 100 yards or so finds the difference reduced to only a few yards. With the new ball, however, if all that is said of it be true, the hard-hitter will be able to regain his old advantage.

After the money-lender, it is no difficult matter to pocket one's pride and make the acquaintance of one of those pawnbrokers, who, we are assured, know the financial secrets of half the people, and whose debtors' list includes the names of some of the proudest beauties of to-day. Each in their turn comes obligingly to *Mi-Lady's* aid—for the time being.

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even worse, one reads with horror of the death

of some well-known reigning beauty, due to a

fatal overdose of a favourite sleeping draught.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 9th at 11.50 a.m.—The barometer has fallen rapidly in E. Japan, and risen over China, particularly in the North.

The depression which passed near Vladivostock yesterday is moving Eastwards over the N. part of the Sea of Japan.

The depression over the Pacific remains to the South of the Lochnoc. It is probably re-

curving slowly towards N.E.

A high pressure area now covers N. China.

Strong N.E. monsoon may be expected over the China coast and the N. part of the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to day, 0.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood NE winds freshening; fair.

Formosa Channel ... NE winds strong (to a gale).

South coast of China between Hongkong and Lamock ... Same as No. 1.

Hongkong & Lamock ... Same as No

## SHIPPING.

## ARRIVALS.

ARAGONIA, German str., 5,323, C. Meyer, 9th Oct.—New York 20th August, General—Hamburg-Amerika Line.  
BOBNO, British str., 4,572, W. H. S. Hall, 6th October—Antwerp and London 21st Aug., General—P. & O. N. Co.  
BUYO MARU, Jap. str., 3,232, H. Hashimoto, 7th October—Moto 2nd October, Coal and General—Mitomo Busan Kaiishi.  
CHENAN, British str., 1,350, Lloyd Jones, 9th Oct.—Shanghai 6th October, Mails and General—Butterfield & Swire.  
CHONGMING, British str., 1,256, V. Liddell, 8th Oct.—Tientsin, Chefoo and Weihaiwei 2nd Oct.—General—Jardine, Matheson & Co.  
CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 9th Oct.—Shanghai 2nd October, General—Osaka Shosen Kaisha.  
HATAN, British str., 1,186, J. W. Evans, 7th October—Foochow via Amoy, Swatow 7th Oct., General—Douglas, Lapraill & Co.  
HANOI, French str., 630, J. Pannier, 8th October—Haiphong and Hoihow 4th Oct., General A. R. Murry.  
JOSEN MARU, Japanese str., 702, H. Nirayama, 9th Oct.—Swatow 8th Oct., Tea and General—Osaka Shosen Kaisha.  
KEONGWA, German str., 1,115, Eoh. Kübler, 8th Oct.—Bangkok via Swatow 7th Oct., Rice & Butterfield & Swire.  
KWANGTAO, Chinese str., 8th Oct.—Canton.  
KWANGSUNG, British str., 8th Oct.—Canton.  
MACHEW, German str., 995, C. Wolf, 9th Oct.—Bangkok 2nd Oct., Rice and Wood—Windom & Co.  
MANDASAN MARU, Japanese str., 3,246, Yamamoto, 8th Oct.—Mikie 2nd Oct., Coal—Mitsui Busan Kaiishi.  
MONTSOURISHIRE, British str., 1,234, G. E. Warner, 9th Oct.—London 18th August, General—Jardine, Matheson & Co.  
PAOTING, British str., 1,027, E. L. Jones, 8th October—Nanking 27th Sept., General—Butterfield & Swire.  
PEERUS, British str., 4,299, E. Warrall, 7th October—Singapore 2nd October, General—Butterfield & Swire.  
QUARTA, German str., 1,145, H. Madson, 7th October—Macassar 19th Sept., General—Java-China-Japan Line.  
SOSU MARU, Japanese str., 1,119, K. Sukeura, 9th October—Amoy via Amoy and Swatow 8th Oct., General—Osaka Shosen Kaisha.  
THORIDES, Norwegian str., 1,091, G. Jürgenssen, 9th Oct.—Bangkok via Swatow 8th Oct., Rice—Asgaard, Thoresen & Co.  
TWINING, Dutch str., 2,926, H. Koops, 8th Oct.—Batavia and Balik Papan 30th Sept., Sugar and General—Java-China-Japan Line.  
DEPARTURES.  
8th October.  
BADENIA, German str., for Singapore.  
CHIYUEN, Chinese str., for Shanghai.  
COELTZ, German str., for Australia.  
EASTERN, British str., for Australia.  
EXPRESS OF JAPAN, Brit. str., for Vancouver.  
FOOCHEW, British str., for Chefoo.  
HALVARD, Norwegian str., for Bangkok.  
KWANGLEE, Chinese str., for Canton.  
MONTELEO, British str., for Haiphong.  
MUNCASTER CASTLE, British str., for Singapore.  
NAMPSUNG, British str., for Singapore.  
RUDI, British str., for Manila.  
SIGNAL, German str., for Canton.  
SUNGKIAN, British str., for Cebu.  
WAHSHING, British str., for Foochow.  
9th October.  
AMIGO, German str., for Haiphong.  
ANHUI, British str., for Shanghai.  
BORNEO, British str., for Shanghai.  
DEVAWONGSE, German str., for Bangkok.  
HAMMUN, British str., for Swatow.  
HOPSANG, British str., for Saigon.  
KWANGTAE, Chinese str., for Shanghai.  
KWONGSUNG, British str., for Shanghai.  
PERSEUS, British str., for Yokohama.  
PHRANANG, German str., for Bangkok.  
RIJOUN MARU, Japanese str., for Saigon.  
RIVER CYLDE, British str., for Christmas Is.  
TJILIWONG, Du'ch str., for Batavia.  
TJIMAH, Dutch str., for Yokohama.  
TOMARAC, British str., for Paleppapan.

## SHIPPING REPORTS.

The British str. Fozing reports: Moderate N.E. monsoon.  
The German str. Quarta reports: Fine weather throughout.  
The French str. Hanoi reports: Strong E.N.E. wind and big sea.  
The British str. Chongshing reports: Fine weather and moderate monsoon.  
The British str. Hainan reports: Experienced moderate N.E. winds and sea throughout trip.

## VESSELS IN DOCK.

September 26th.  
TAIKOO DOCK—Union, Sungkiang.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship  
"DUMBIA".

Capt. Rebafat, will be despatched for the above Ports, TO-DAY, the 10th inst., at 4 p.m.  
For Freight or Passage, apply to

I. THOMAS,  
Agent.  
Hongkong, 8th October, 1910. [2]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI SEDE IN ROMA.

STEAM FOR BOMBAY,  
VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship  
"ISCHIA".  
Captain Belotto, will be despatched as above on WEDNESDAY, the 12th Oct., at NOON.  
For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.  
Hongkong, 30th September, 1910. [4]

## THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, VANCOUVER, B.C.  
& SEATTLE

VIA  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keeling if sufficient Indemnity offered.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

CANADIAN PACIFIC RAILWAY CO'S  
ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. From Quebec.  
"EMPERESS OF CHINA" Sat., 29th Oct "ALLAN LINE" Friday, 25th Nov.  
"MONTEAGLE" Tuesday, 8th Nov. From St. John, N.B.  
"EMPERESS OF INDIA" Sat., 19th Nov. "EMPERESS OF BRITAIN" Fri., 16th Dec.  
"EMPERESS OF JAPAN" Sat., 17th Dec. "ALLEN LINE" Friday, 13th Jan.  
"EMPERESS OF CHINA" Sat., 14th Jan. "ALLAN LINE" Friday, 10th Feb.  
"MONTEAGLE" Wed. Day, 25th Jan.

Steamships leave HONGKONG at 6 P.M.  
"Monteagle" at 12 NOON.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

With Hongkong to London, 1st Class..... via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers ..... £43. .... 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First CLASS ONLY) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Podder Street and Praya, opposite Blake Pier

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PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Bindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DELHI .....	8000	February 4	MANTUA .....	11000	March 4	March 10
ACADEMIA .....	7000	February 18	MALWA .....	11000	March 18	March 24
ASSAYE .....	7500	March 4	Macedonia 10500	.....	April 1	April 7
MARMORA .....	10500	March 18	(Through Steamer calling at BOMBAK) .....	.....	April 15	April 21
DEVANHA .....	8000	April 1	MOLDAVIA .....	10000	April 29	May 5
DELHI .....	8000	April 15	MONGOLIA .....	10000	May 13	May 19
ASSAYE .....	7500	April 29	MOREA .....	11000	May 27	June 2
DELTA .....	8000	May 13	MOOLTAN .....	10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1ST SALOON £71.10 SINGLE £10.614 RETURN.

2ND 248.8 £7.212

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON  
CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	about	about
SUNDA .....	4700	January	25
NUBIA .....	5900	February	8
SYRIA .....	6660	March	25
NORE .....	6700	March	22
BALAWAN .....	4703	April	5
BORNEO .....	4600	April	19
SICILIA .....	6700	May	5
SUMATRA .....	4600	May	31
NILE .....	6700	June	14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):

1ST SALOON £55.00 SINGLE £8.110 RETURN.

2ND £38.10 £5.74

\* Carry 1st and 2nd Saloon Passengers.  
For further Particulars, apply to

E. A. HEWITT,  
SUPERINTENDENT.

[1002]

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C.  
& SEATTLE

VIA  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TONS	TO SAIL
YOKOHAMA & KOBE .....	"PRINZ WALDENMAR,"	6,100	About Capt. E. Irick
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BEEMEN .....	"PRINZ EITTEL FRIEDR		

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI .....	(DEVANHA ..... Capt. H. Powell .....	About 13th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS ASSAYE .....	See Special OF CALL ..... Capt. Owen Jones, R.N.E. ....	Noon, 15th Oct.	Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSSEILLES	NORE ..... Capt. G. Phillips .....	About 19th Oct.	Freight and Passage.
For Further Particulars, apply to	E. HEWETT, Superintendent		

Hongkong, 9th October, 1910

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLE, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID .....	IYO MARU Capt. H. Takeda .....	7,000	WED'DAY, 12th Oct., at Daylight.
YOKOHAMA .....	HIRANO MARU Capt. H. Fraser .....	9,000	WED'DAY, 26th Oct., at Daylight.
.....	TANGO MARU Capt. A. Christensen .....	8,000	WED'DAY, 9th Nov., at Daylight.

VICTORIA B.C. & SEATTLE	SADOMARU Capt. S. Hiortdahl .....	7,000	SATURDAY, 5th Nov., from KOBE.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE and YOKOYAMA .....	INABA MARU Capt. K. Kawara .....	7,000	TUESDAY, 11th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE .....	TAMBA MARU Capt. K. Sato .....	7,000	TUESDAY, 8th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA .....	NIKKO MARU Capt. M. Yagi .....	6,000	FRIDAY, 23rd Oct., at Noon.
SHANGHAI, MOJI and KOBE .....	KUMANO MARU Capt. M. Winckler .....	6,000	FRIDAY, 26th Oct., at Noon.
KOBE and YOKOHAMA .....	BINGO MARU Capt. S. J. G. Parsons .....	8,000	WED'DAY, 12th Oct.
BOMBAY via SINGAPORE, and COLOMBO .....	KAMO MARU Capt. F. L. Sommer .....	9,000	TUESDAY, 13th Oct., at 5 P.M.
= Calling at Saigon.	CEYLON MARU Capt. Fred. Pyno .....	6,000	TUESDAY, 18th October.

Fitted with New System of Wireless Telegraphy. ♦ Cargo only. \* Carries Deck Passengers.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 11th Oct., 4 P.M.
CHEFOO & NEWCHWANG	"PAOTING"	On 13th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 13th Oct., 4 P.M.
ILIOLO & CEBU	"KAIFONG"	On 13th Oct., 4 P.M.
CHEFOO & TIENTSIN	"KUEICHOW"	On 18th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Fitted with Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to BUTTERFIELD &amp; SWIRE, AGENTS. Hongkong, 8th October, 1910.

## INDO-CHINA S. NAV. CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"WINGSANG"	Tuesday, 11th Oct., Noon.
TIENTSIN	"CHEONGSHING"	Friday, 14th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 14th Oct., Noon.
MANILA	"LOONGSANG"	Friday, 14th Oct., 4 P.M.
SANDAKAN VIA JESSELTON	"MAUSANG"	Sunday, 16th Oct., D'light.
MANILA	"YUENSANG"	Friday, 21st Oct., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 23rd Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Seas) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang &amp; Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Two Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage apply to JARDINE, MATHESON &amp; CO., LTD., GENERAL MANAGER. Hongkong, 9th October, 1910.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG &amp; VLADIVOSTOCK

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN .....	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE "SIAM" .....	"SIAM"	On 6th December.

For Further Particulars apply to MELCHEES &amp; CO., AGENTS. Hongkong, 1st October, 1910.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

STEAMSHIPS Occupying 9 to 10 Days. CAPTAIN LEAVING.

"HAITAN" ... Capt. J. W. Evans ... TUESDAY, 11th Oct., at 11 A.M.  
"HAIYANG" ... Capt. A. E. Higgins ... FRIDAY, 14th Oct., at 11 A.M.  
"HAICHING" ... Capt. W. C. Pasmore ... TUESDAY, 18th Oct., at 11 A.M.

FOR SWATOW AND RETURN.

Occupying 3 Days. HAIMUN ... Capt. A. H. Stewart ... WED'DAY, 12th Oct., at 11 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Elksie Pier). For Freight and Passage apply to DOUGLAS, LAPRAIK &amp; CO., GENERAL MANAGERS. Hongkong, 8th October 1910.

## HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLE, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	ZAPIO	CAPTAIN	FOR	SAILING DATE
S.S. SENEGBAMIA	2540	A. Fraser	Manila	On 15th Oct., Noon.
RUBI	2540	R. Rodger	Manila	On 22nd Oct., Noon.
			SHEWAN, TOMES & CO.	General Managers. [12]

For Freight or Passage apply to Hongkong, 9th October, 1910.

## HAMBURG-AMERIKA LINIE, Hongkong Office. [11]

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910, S.S. BUENO MARU ... 10,500 tons gross ... Sail Oct. 22nd, at Noon.

S.S. HONGKONG MARU ... 11,000 ... Dec. 21st, at Noon.

S.S. KYO MARU ... 17,200 ... About Mid. Feb. 1911.

For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910. 4031

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	First half of Oct.	JAPAN	First half of Oct.
TJILIWONG	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILATJAR	JAVA	First half of Nov.	JAPAN	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Cabin Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, York Buildings, 1st Floor. Telephone No. 375. Hongkong, 5th October, 1910. [16]

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal

## MUSICAL INSTRUMENTS AND STRINGS.

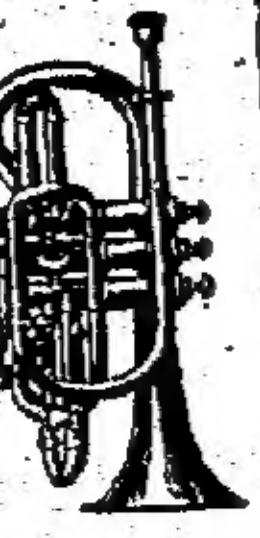


VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS.

ALUMINUM MANDOLINES FOR HOT CLIMATES.

NOVELTIES OF FITTINGS and STRINGS.



GEBRUEDER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY.

For Particulars, Catalogues and Samples apply to the Sole Representative for China:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Siberia, with the American mail and may be expected here to-day.  
The Yarra, with the Siberian mail, is due to arrive here to-day.

The Dumbéa, with the French mail of the 9th September, left Saigon on Friday, the 7th inst., at 6 a.m., and may be expected here to-day.

The Devarca, with the English mail of the 16th ult., left Singapore on Saturday, the 8th inst., at 8.30 a.m., and may be expected here on Thursday, the 13th inst., at about 6 a.m. This packet will bring the parcel mails closed in London for despatch by the all sea route on the 7th of September, and for despatch overland on the 14th of September.

For the first clearance will be included in this contract mail.

Europe, &c., India via TUTICORIN. (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Macau ... Telemachus ... Monday, 10th, 1.00 P.M.  
Macao ... Sui Tai ... Monday, 10th, 1.15 P.M.

Swatow, Amoy and Tamsui ... Daigai Maru ... Tuesday, 11th, 9.00 A.M.  
Hoihow and Haiphong ... Hanot ... Tuesday, 11th, 9.00 A.M.  
Shanghai, Nagasaki, Kobe and Yokohama ... Monmouthshire ... Tuesday, 11th, 10.00 A.M.  
Swatow, Amoy and Foochow ... Haitan ... Tuesday, 11th, 10.00 A.M.  
Shanghaï ... Wingang ... Inaba Maru ... Tuesday, 11th, 10.00 A.M.

Tuesday, 11th, Printed Matter and Samples ... 10.00 A.M.  
Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O. ... 10.00 A.M. No late fee.

Letters ... 11.00 A.M. Tuesday, 11th, 1.15 P.M.  
Tuesday, 11th, 3.00 P.M.

Tuesday, 11th, 5.00 P.M. Wednesday, 12th, 8.00 A.M.  
Wednesday, 12th, 10.00 A.M. Wednesday, 12th, 1.15 P.M.

Thursday, 13th, 3.00 P.M. Thursday, 13th, 3.00 P.M.  
Thursday, 13th, 4.00 P.M.

Friday, 14th, 10.00 A.M. Friday, 14th, 11.00 A.M.  
Friday, 14th, 1.15 P.M. Friday, 14th, 3.00 P.M.

Saturday, 15th, 9.00 A.M. Saturday, 15th, 10.00 A.M. Printed Matter and Samples ... 9.00 A.M.  
Registration ... 9.00 A.M. Registration, Kowloon B.O. ... 9.00 A.M.

No late fee. Letters ... 10.00 A.M. Saturday, 15th, 1.15 P.M.  
Saturday, 15th, 3.00 P.M.

Printed Matter and Samples ... 10.00 A.M. Printed Matter and Samples ... 10.00 A.M.  
Registration ... 10.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents up to 10.45 A.M.)

Registration, Kowloon B.O. ... 10.00 A.M. No late fee.

Letters ... 11.00 A.M. Letters ... 11.00 A.M. Saturday, 15th, 1.15 P.M.  
Saturday, 15th, 5.00 P.M.

Wednesday, 19th, 10.45 A.M. Wednesday, 19th, 10.45 A.M. Printed Matter and Samples ... 10.00 A.M.  
Registration ... 10.00 A.M. (Registration, with late fee of 10 cents up to 10.45 A.M.)

Registration, Kowloon B.O. ... 10.00 A.M. Registration, Kowloon B.O. ... 10.00 A.M. No late fee.

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Saturday, 15th, 5.00 P.M.

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Registration ... 10.00 A.M. (Registration, with late fee of 10 cents up to 10.45 A.M.)

Registration, Kowloon B.O. ... 10.00 A.M. Registration, Kowloon B.O. ... 10.00 A.M. No late fee.

Letters ... 11.00 A.M. Letters ... 11.00 A.M. Friday, 20th, 4.00 P.M.

Friday, 20th, 4.00 P.M. Printed Matter and Samples ... 5.00 P.M.

Registration ... 5.00 P.M. Registration ... 5.00 P.M. Letters ... 6.00 P.M.

P. E. Friedrich ... Empress of China ...

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) ... Empress of China ...

EUROPE, &c., India via TUTICORIN. (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila ... Zafiro ... Assay ... Sui Tai ... Mauuang ...

EUROPE, &c., India via TUTICORIN. (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

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